

BUS & COACH BUYER

13 SEPTEMBER 1996 | ISSUE 375

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SETRA

Stagecoach agree Swebus deal

National Express Group profits up





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VOLVOS

1990 G VOLVO B10M TRIAXLE VAN HOOL SH, 49 reclining seats, courier, rear toilet, continental door, boiler, fridge, d/glazed, excellent.....~~£85,000~~ **£80,000**

1989 VOLVO B10M PLAXTON PARAMOUNT 3200, 57 reclining seats, POD, lockers, radio/PA.....**£59,500**

1988 E VOLVO B10M PLAXTON PARAMOUNT 3500, 53 retrimmed Graffiti reclining seats, courier, Telma, double glazing, POD, radio/PA.....**£59,500**

1988 PP VOLVO B10M PLAXTON PARAMOUNT 3500, 48/50 reclining seats, courier, demountable rear toilet/continental door, Telma, double glazing, TV/Video/Boiler, curtains, aircraft lockers.....**£59,500**

1987 PP VOLVO B10M GLE JONCKHEERE JUBILEE, 599 310 BHP splitter, Telma, 49 reclining seats, retrimmed graffiti courier, rear sunken toilet, double glazing, fridge, boiler, bunk, TV, radio/PA.....~~£59,500~~ **£57,500**

1987 VOLVO B10M BERKHOF ESPRITE 340, 49 retrimmed reclining seats, courier centre sunken toilet, continental door, boiler, 2 TV's, radio/PA.....**Choice of 2 £42,500**

1986 VOLVO B10M JONCKHEERE JUBILEE S99, 51 reclining seats, courier, rear sunken toilet, continental door, d/glazed, radio/PA, TV.....**£45,000**

1986 VOLVO B10M CAETANO ALGARVE, drop front, 49 reclining seats, courier centre sunken toilet, air conditioning, radio/PA.....**£35,000**

1983 VOLVO B10M PLAXTON PARAMOUNT 3500, 51 reclining seats, courier, double glazing, Webasto, radio + PA, new test.....**£32,500**

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1995 MAN 18.370 CAETANO ALGARVE II, 49/53 reclining seats, courier, centre demountable sunken toilet, continental door, boiler, fridge, radio/PA, only 47kls....~~£125,000~~ **£110,000**

1995 SCANIA K113 VAN HOOL ALIZEE H, 49 reclining seats, courier, rear toilet, continental door.....**£115,000**

1993 K SCANIA K113 VAN HOOL ALIZEE H, 49 reclining seats, courier, centre sunken demountable toilet/continental door, retarder, d/glazed, bunk.....~~£99,500~~ **£95,000**

1986 PP LEYLAND TIGER 245 VAN HOOL ALIZEE H, manual, 53 recliners, courier, radio/PA.....**£42,500**

1985 PP DAF MB200 PLAXTON PARAMOUNT 3500, 49 retrimmed reclining seats, courier, rear sunken toilet, continental door, boiler, radio/PA, provision for TV.....**£35,000**

1984 PP LEYLAND TIGER 245 VAN HOOL ALIZEE H, 51 reclining seats, courier seat, Telma, TV.....**£34,000**

1983 LEYLAND TIGER 245 DUPE 340, 1987 body, 48 reclining seats, courier, rear toilet.....**£22,500**

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1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished white/rose/gold. M.O.T. FEBRUARY 1997

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange. M.O.T. SEPTEMBER 1996

1991 (August) BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished all white. M.O.T. MARCH 1997

1991 VOLVO B10M PLAXTON PARAMOUNT 3500 12M

49/53 recliners, grey/orange moquette, centre sunken demountable toilet, continental door, tinted side windows with blinds, courier seat, water boiler, power entrance door, finished all white. M.O.T. OCTOBER 1997

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1990 (August) VOLVO B10M JONCKHEERE DEAUVILLE 12M

51/55 recliners, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, coolbox, low driving position power entrance door, finished white/yellow/brown. M.O.T. AUGUST 1997

1990 VOLVO B10MT (Tandem) VAN HOOL ALIZEE-SH 12M

49 recliners, brown/orange moquette, rear sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water boiler, fridge, driver's sleeping berth, wired TV/video, power entrance door, finished white/primrose/orange. M.O.T. MARCH 1997

1989 (September) MCW OPTARE METRORIDER

26 recliners, brown/orange moquette, tinted side windows, curtains, power entrance door, finished white/orange/red. M.O.T. JULY 1997

1989 LEYLAND TIGER 260 DUPLÉ 12M

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1986 DAF DKVL PLAXTON PARAMOUNT 3500 12M

53 recliners, grey/blue moquette, courier seat, continental door, tinted side windows, TELMA retarder, power entrance door, finished all white CHOICE OF 2. M.O.T. JANUARY 1997

1986 LEYLAND TIGER 245 (Auto) PLAXTON PARAMOUNT 3500 12M

48 recliners, brown/orange moquette, o/s rear sunken toilet, continental door, courier seat, wired TV/video, power entrance door, automatic gearbox, finished all white. M.O.T. JANUARY 1997

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IVECO BUS EUROGUIDE: THE NETHERLANDS

The Netherlands is an all-year-round destination which can easily be reached from the United Kingdom. Amsterdam is one of Europe's great cities with its seventeenth century canals, well preserved buildings and relaxed, cosmopolitan atmosphere. The beautiful Dutch countryside is distinct with its windmills, lakes and colourful bulbfields. English is widely spoken.

Before you take a coach to the Netherlands, please remember the following:

Documents

The driver must carry a full passport, a full driving licence, and a letter authorising him to drive the coach, if he is not the owner. He needs tachograph charts to show his previous week's work and rest periods. He ought to carry a European Accident Form.

The driver must also carry the vehicle registration document (V5), and a Journey Form with his itinerary and passengers, and

a warning triangle. He should also carry an International Insurance Certificate (Green Card)

Roads

The Netherlands has a well developed, modern road network. Coaches are limited to 80kph maximum and 60kph minimum on motorways, expressways and other roads, and 50kph in built-up areas. The Netherlands has only one toll bridge and one toll tunnel.

Vehicles coming from the right always have right of way, except on designated main roads. A yellow diamond sign indicates that the driver has priority. Vehicles from the right have priority where a diagonal black line is shown across a yellow diamond.

Vehicles coming onto a roundabout have priority over those already on the roundabout. At junctions where directions are indicated by arrows, it is illegal to change lanes. Traffic moving straight ahead at junctions has

priority over traffic turning. Beware of cyclists on the inside, especially when turning right. Trams have priority over all other traffic, except when coming from a secondary road to a main road.

Enforcement

Speed limits are regularly enforced and on-the-spot fines are imposed by police for speeding and other offences.

Parking

Parking regulations are similar to those operating in the United Kingdom. Parking areas can be found in most large towns and cities. Do not park in cycle lanes. In some areas, free parking discs can be obtained from an ANWB (tourist office), parking meters and police stations. In Amsterdam, coaches can be parked at the Cruquiuskade coach terminal which offers 24 hour security, but book in advance. The authorities in Amsterdam impose severe penalties on coaches which are parked illegally. A map showing official parking areas and fees is

available from the Amsterdam Tourist Office.

Value Added Tax

VAT can be reclaimed. Application forms for refunds can be obtained from the Dutch authorities. The first application should include a copy of your UK VAT registration certificate.

Iveco in Europe

With 24 factories in 7 European countries nobody knows Europe better than Iveco. Iveco's dedicated plants in Spain and Italy produce a full range of buses and coaches, including DailyBus, EuroMidi, EuroRider and EuroClass, winner of Coach of the Year in 1995.

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LIVECO BUS



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BUS & COACH BUYER is published by Glen-Holland Ltd, The Publishing Centre, 1 Woolram Wygate, Spalding, Lincolnshire PE11 1NU.

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A copy of Bus & Coach Buyer is mailed free to a list of over 5,800 UK bus, coach and minibus operators every week. Bus & Coach Buyer is typeset by TYPEtec, County Hall, Market Place, Boston, Lincolnshire PE21 8DY. Tel: (01205) 369560 and printed by The Manson Group Ltd, Hemel Hempstead HP2 7BL.

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Front Cover: Another Beulas bodied Iveco Eurorider 350 coach for delivery to Channel Coachways.

News

National Express profits

National Express Group plc has announced increased interim profits of £22 million compared with £8.9m in 1995, and operating profit from continuing operations rose 143% from £8m to £19.5m. Turnover increased from £114.7m to £205.8m, while turnover on continuing operations was up 50% from £107.5m to £162.1m. Pre-tax profits increased 161% from 7.8m to £20.4m resulting in a 52% rise in share earnings from 6.6p to 10.0p. The interim dividend will be 13% higher, up from 3.0p to 3.4p. The group's gearing reduced from 65% to 41% and its sale of North East Bus for £24.5m in July will have a further effect on this figure.

The group's coaching activities returned profits of £61,000 - a significant turnaround from last year's loss of £83,000. The figures would be higher but for exceptional losses incurred by Polski Express, £598,000 in 1995 and £466,000 this year. The operation remains under close review as a strategic development and a number of options are being considered, including its incorporation into a joint venture with a Polish transport company. Passenger numbers on UK express services rose 5.5% and the Eurolines operation experienced further growth, although the London to Paris service has been forced into a loss situation which is thought to be a result of competition from Eurostar. The Airport Coach Services operation also performed well with the Speedlink services benefiting from increased flights from Gatwick.

Bus operations returned first-half profits of £18.488m. Now focused on core activities, the performance of West Midlands Travel has interested the group in further acquisitions of this nature. The division maintains its strategy of a continued drive towards operational efficiency. A substantial investment in new vehicles and the refurbishment programme for existing buses has produced large savings in maintenance, reduced engineering costs and improved levels of service and quality.



Celebrations all round for Lianne

A multiple celebration took place recently with the marriage of Lianne Dick to John Roper on 31 August. Lianne, daughter of coach operator John Dick, had the family coach company named after her when she was born, 25 years ago. She was escorted to church by her father in their latest coach - which was the 1,000th vehicle sold by Bob Vale since he established Bob Vale Coach Sales almost six years ago.

Southampton deckers

Southampton Citybus is to take delivery of its first new double deckers for seven years. The company has invested £630,000 in six new Volvo Olympians with Northern Counties Palatine bodies which it will evaluate as the basis for standard double decker purchases for the future. They are to be used on busy services from Weston and Woolston to Southampton, and on to Shirley and Millbrook. Citybus say the vehicles have 'a striking livery of all white' to make them stand out from the rest.

Sprints for New Zealand

Stagecoach New Zealand is to take delivery of 21 Alexander Sprint bodied Mercedes Benz 709Ds. The company claims operations in New Zealand are becoming extremely competitive and it is essential to have high quality, cost effective vehicles. Stagecoach say stepping up frequencies is more economic with smaller vehicles. Minibuses are also taxed at much lower levels than larger buses.

GAG posed for rail franchise

The Go-Ahead Group is poised to win the Thames train operating franchise through Victory Railways, the consortium in which it holds a 65% stake. The company operates trains from London Paddington and from Gatwick Airport to Oxford, Stratford upon Avon and Worcester.

Thames had passenger revenues of £46.5m to the year ended 31 March 1995 and employs 1,000 staff. It underwent a £200m modernisation programme in 1994 which was split between new rolling stock, track and signalling equipment. Victory Railways, in conjunction with French consortium VIA-GTI, is also a shortlisted bidder for the Docklands Light Railway system in East London.

MAN appoint PSV service manager

Chris Wood has been appointed PSV service manager by MAN. The move is in response to MAN's increased presence in the UK bus and coach market. Chris will be supported by two service engineers. Richard Noy is resuming his role as bus & special projects manager following five months in Australia as MAN's sales and marketing manager.

MAN's new models, the standard height and lowfloor 10.0m bus chassis, have increased the company's confidence and with recently posted pre-tax profits of DM330m, it is experiencing growth. Another dealership has been opened, temporarily based at Aylesford and will trade as MAN of Kent. It will remain in these existing premises until the new service centre at Maidstone is completed, operating as a satellite centre under the control of MAN North London.

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Stagecoach agrees terms for Swebus acquisition

Stagecoach Europe, a wholly owned subsidiary of Stagecoach Holdings, has concluded an agreement with AB Swedcarrier for the sale of Swebus to Stagecoach Europe for £115.6m (SEK1,200m). Under the agreement, Stagecoach Europe is to acquire the whole of issued Swebus share capital, in cash, and will pay interest on the purchase consideration from the period from 3 September until the completion of the acquisition.

In addition, all debt and accrued interest owed by members of the Swebus Group to AB Swedcarrier, Statens Järnvägar (SJ - the Swedish state railway), or SJ's affiliates at the completion of the transaction will be re-financed by Stagecoach. The aggregate debt is estimated to be around £117m (SEK1214m) and the acquisition is of such a size that it requires the approval of Stagecoach shareholders and Konkurrensverket (the Swedish competition authority), which is expected shortly. Stagecoach expects to have to borrow up to £186m on top of £34m from a rights issue which was announced on 31 July, coupled with cash from existing resources.

Swebus has been owned by AB Swedcarrier, a wholly owned subsidiary of SJ, since 1986. It operates in Sweden, Norway, Finland and Denmark with the Swedish operation accounting for 87% of its turnover. The company is

reckoned to have 30% of the contractual market in Sweden to which it supplies bus services for the council public transport authorities. The CPTAs, in almost all cases, retain ticket revenue taken and pay Swebus a fixed amount for the provision of the service. Sweden's contractual service operation was deregulated in 1989 with around 70% of its contracts open to tender. The Finnish market was deregulated in 1994 and only a small amount of its service have become available, but the number is expected to increase rapidly in the near future. Stagecoach believes there is considerable potential for development, not only in contractual spheres, but in the application of express services.

Marshall appointments

Marshall Specialist Vehicles has announced new appointments in its bus division. Mike Winter, appointed bus sales director in January, has become bus operations director and assumes responsibility for sales, production and after sales service. Alan Myland, formerly with Cambus Holdings, has been appointed head of production. Andrea Gothard has been appointed sales administrator and Brian Getley moves from his position as project manager to head of design and after sales.

London Central gains ISO 9002

London Central Bus Company, part of the Go-Ahead Group, has achieved ISO 9002 accreditation. The company has standardised, streamlined and improved its internal procedures, which has led to enhanced quality and communications across all four depots at Bexleyheath, Camberwell, New Cross and Peckham.

Wright orders

Bus body builders Robert Wright & Son, celebrating its 50th anniversary this year, has announced a repeat order for 38 accessible buses for three FirstBus subsidiaries. Greater Manchester is to take delivery of 30 Dennis Dart SLFs with 10.8 metre Crusader bodywork and both Lowland Omnibuses and Midland Bluebird are to receive four Scania L113 based Axxess Ultralows.

OBITUARY Chris Jones

Chris Jones, proprietor of Birmingham Bus Centre, died on Saturday 7 September following a long illness. He leaves a widow Lynn, daughter Emma and son Nicholas.

Chris was born in Birmingham and began work as an apprentice at the Austin motor works in Longbridge. Later he joined AEC as West Midlands sales representative, taking a keen interest in parts, service and warranty problems. Following the buyout of AEC by Leyland, he was tasked with training the newly integrated sales forces. This led to a partnership with Peter Waggot, centred at the training establishments in Coventry and Studely, which culminated in the world launch of the Leyland Marathon. Here he pioneered the live walk-round presentation using the newly developed radio microphone technology.

When Leyland began to enter the political chaos associated with British Leyland, Chris left to become southern area sales manager for Seddon Atkinson, later helping to create their special Fleet Department. He moved into commercial vehicle retail with Hangers in Birmingham before joining bus manufacturer Carlyle Works, then still part of the National Bus Company. He took part in Carlyle's management buyout and specialised in the marketing of that company's 16-20 seater minibuses which shot to popularity following deregulation. Following Carlyle's demise, Chris set up the Birmingham Bus Centre. His credentials included membership of the Institute of the Motor Industry, and associate membership of the Institute of Road Transport Engineers.

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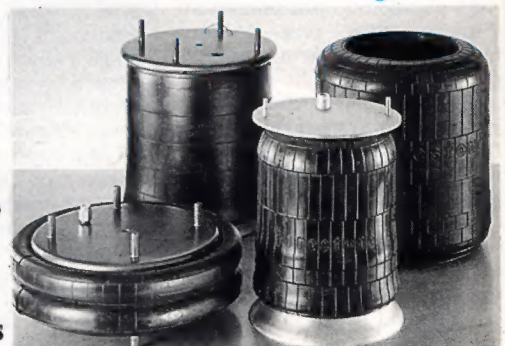
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recliners, Webasto, radio PA etc, etc, 52,000 miles

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93 L MERCEDES 814D DORMOBILE 33 seat luxury coach
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93 Y FORD T152 DOM IV 35 seat coach

76 P LEYLAND LEOPARD PLAXTON SUPREME 49 seat
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Vehicle Launch

Scania OmniCity CN94 UB

Since the advent of the lowfloor bus, Scania has shied away from full length lowfloor designs, choosing to concentrate on hybrid designs with a low floor as far as the rear axles. Although these are to continue in production, Scania has developed a new chassis configuration which offers passengers three single-step entrances in combination with a row of rear seats above the engine compartment. The OmniCity is the first of a new generation of buses from Scania with which the company is seeking to increase its world-wide sales and maintain the momentum in growth that it has experienced over the last couple of years.

The low floor design is one of the most efficient currently available and has been brought about by the introduction of a new rear module for the engine and transmission. The whole of the OmniCity, as with other Scania models, relies on the modular build procedures adopted by the company to reduce construction costs and provide operators with greater flexibility of choice while maintaining the use of standard components. Despite the modular system being more efficient, the current complete Scania chassis range relies upon 45 different variations. The new generation of vehicles will need just seven different modules to achieve this combination.

The new rear module features a heavily inclined Scania DSC 9 engine, transversely mounted, turned through 60 degrees, and with a dropped angle-drive from the ZF automatic gearbox to the differential. The drop-centre rear axle does away with steps or any intrusion into the passenger gangway at the rear of the bus. Disc brakes are fitted all-round and supplemented by an integral retarder and an ABS anti-lock system. The brakes are activated by a triple circuit pneumatic system and the pads feature built-in wear indicators which



Scania's new smiling OmniCity.

illuminate a light on the driver's panel when they have reached their wear limit. The air suspension system is also new and apart from the usual kneeling and levelling features it includes a monitoring system which continually checks the ride height and automatically adjusts the distance accordingly.

The DSC 9 engine is the latest generation of Scania's nine litre power unit. It more than meets Euro 2 requirements and is, say Scania, more powerful and economical to operate than its predecessors. It is available in three options: developing 220 bhp with a maximum torque of 985 Nm; 230 bhp and 1050 Nm;

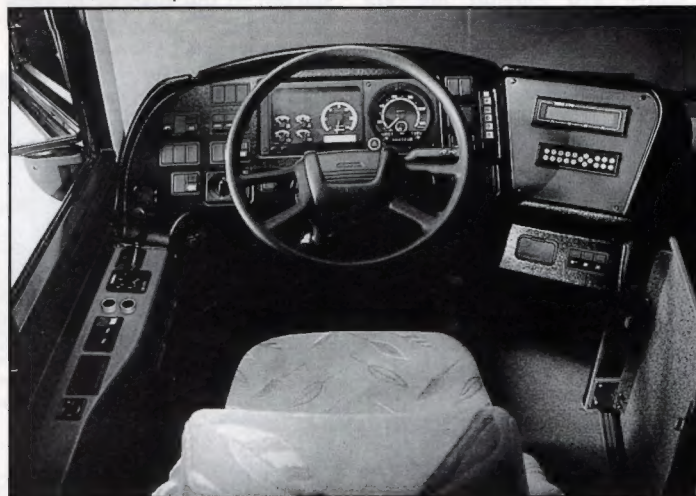
or 260 bhp and 1180 Nm. Early indications are that the choice for the OmniCity will be restricted to either the 220 or 260 bhp units. Operators will also be given the choice of diesel or ethanol fuelled engines. Alternative transmissions may be available too. Currently there is a choice between ZF four or five speed automatic gearboxes but options may be extended to include other manufacturers like Voith and Allison. Rear axle ratios can be either 4.07:1, 4.54:1 or 5.13:1.

Access to the engine and transmission, via a large pantograph-styled rear hatch, is very good, thanks in part to the transverse installation.

Scania claim the engine and transmission can be lifted out by simply undoing one beam in the engine compartment. Alternatively, the gearbox alone can be withdrawn by removing a different beam and extracting the unit through the engine compartment hatch on the left-hand side. All daily service points are accessible at eye level and sockets are provided for computerised diagnostics checks. Exterior noise levels are limited by engine encapsulation and Scania claim just 77dB.

The OmniCity's monocoque frame is constructed from lightweight aluminium sections, which are bolted together, and it is panelled in aluminium and GRP. The body is supported by front and rear chassis modules with an integral centre section. The saloon sides are slightly curved, reaching their widest at shoulder height for seated passengers, and they include longitudinal profiles which act as side-impact bars for added passenger protection. The driver also has a steel safety cage surrounding the cab area to minimise the chance of injury in the event of an accident.

This departure from traditional steel construction has saved Scania some 600 kg over the weight of the previous lowfloor flagship, the MaxCi. This offers advantages



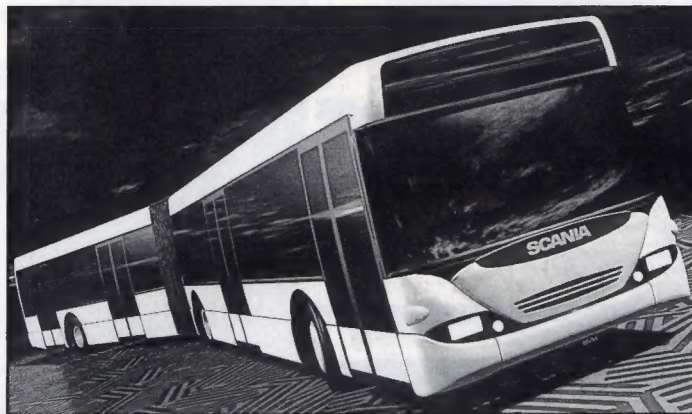
A driver's-eye view of the controls. The steering column is adjustable for both rake and height.

Vehicle Launch

in improved fuel consumption as well as carrying capacity and the design also lends itself well to the possibilities of conversion to a lowfloor double decker. The compact engine compartment allows sufficient room to include the requisite number of doors and staircases, still leaving potentially more seating area than on other double decker designs.

Freedom to use aluminium panels is what has led Scania's designers to produce a distinctive vehicle with some rounded contours. The new OmniCity has a very sleek style and its frontal appearance is quite attractive. In-house it is referred to as 'the smiling bus' and some psychology may be at work here in making passengers feel welcome. In fact, the vehicle is very passenger friendly with its wide entrances, flat floor, kneeling at the front entrance only - or all along one side, and internal slopes of just four per cent. The glass area is also substantial which contributes to a light, airy saloon. Seating in the launch vehicle was both comfortable and attractive with 24 seats behind the centre exit and ten in the forward saloon, including two double tip-up seats.

Circulation is aided by a gangway width of 880mm and ease of boarding is provided by a single 320mm step height which can drop to 230mm by employing the kneeling suspension. Double glazing is an option in line with air conditioning, if specified, but conventional heaters and radiators have been replaced with a convection system regulated by a climate control system. Both the climate control and air conditioning are ducted through bulbous cove



This artist's impression shows the OmniCity in its proposed articulated form.

mouldings either side of the saloon ceiling.

No attempt has been made on the launch vehicle to provide luggage pens or to place seats on top of the front wheel arches. These are too high to take transverse seats, as they also incorporate plastic fuel tanks. It has just been possible to fit one pair of forward facing seats behind the driver's cab and these are recessed into the wheel box but a high step is necessary to gain access to them. It would not be too difficult to create some small areas for luggage on top of the wheel boxes and UK bodybuilders will probably install them as a natural inclusion.

The environmental issues of building the OmniCity have been a major concern for Scania and the bus has been made as recyclable as possible with a great deal of attention paid to simplifying systems. Around 90% is believed to be recyclable through the use of special plastics and recoverable metals. Many of the electrical functions on board are carried out via electrical nodes instead of being separately wired. The

system is entitled BNS, or the Scania Body Node System. BNS means that microprocessors control the functions, depending on programmed use or on demand, but instead of a vastly complicated wiring loom each node is connected to a series of current consumers and they respond to control signals, a large number of which can be sent down two wires. This pair of wires can connect multiple nodes and the resultant lack of need for complex wiring speeds production and saves further weight - an estimated 70 kg.

An additional benefit is in computerised diagnostics which can quickly evaluate and report on any defective item within the system. Scania has developed its own PC software package, Scania Diagnos, which has all the relevant information stored within. It eliminates the need for electrical wiring diagrams and is claimed to halve standstill time for fault tracing and reduce repair costs. An on-board computer can be connected to the BNS to replace a number of separate control systems such as ticketing,

destination equipment, radio communications, panic switches, automatic bus stop announcement, automatic gate and barrier opening, traffic light priority, traffic guidance and passenger counting. On top of this, the driver can use the system to carry out daily checks before the start of the shift - without leaving the seat. Any malfunction - even a failed sidelight, will be reported and its location indicated.

While the OmniCity is a full 12 metres long, its modular construction does present scope for variations in length, although realistically it will be difficult to achieve anything less than 10.2 metres. The use of standard components also determines that smaller wheels and brakes are not an option, nor is there a smaller power unit without seeking assistance from an outside supplier. Like their Scandinavian counterparts, Volvo, this is something regarded as unacceptable by Scania and so it is unlikely that the bus will be marketed in forms other than 11.5 or 12 metres except where articulated city buses are called for.

The company believes it already has a suitable midibus in the form of the DAB 8.6 metre midibus which incorporates a hydrostatic drive system and is believed to be the only fully low floor vehicle on the market. Whilst its DAB subsidiary has this vehicle available, it would be an expensive option for the UK market and most unlikely it could compete with current popular lowfloor midibuses, especially as its seating capacity is already well below theirs.

Although the OmniCity is to be made available as it appeared at the launch, there is also to be an option of having it bodied elsewhere. Scania's senior vice president for bus & coach and also managing director of Scania Bus, Arne Karlsson, indicated at the launch that the decision to market a complete vehicle was in direct response to customer requirement. He said, 'There have been strong indications that customers prefer to make complete vehicle purchases, dealing with just one source. This type of purchas-

The OmniCity can kneel at the front only, or all along one side. Ride height is continuously monitored and adjusted automatically.



Vehicle Launch

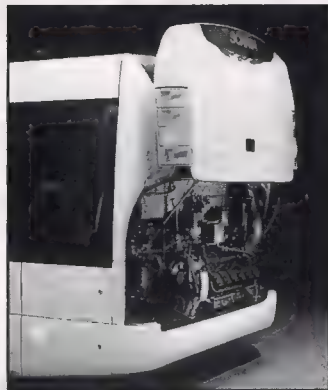
ing is on the increase and the OmniCity will satisfy that market sector.'

No potential bodybuilder has been named for the UK but discussions are taking place. Don Macintosh, of Scania Bus & Coach, said 'It is important that a decision is made quickly and to ensure that the project is pushed ahead it may be necessary for us to place a couple of engineers with the bodybuilder to speed up the process. Realistically, we are not looking at a UK launch of the OmniCity before the back end of next year, but we need to press ahead with bodybuilders and potential customers to gear the product towards operation in the UK.'

In order to build the new generation of buses, Scania has begun a network approach, based on modular construction technology, and will involve three major plants - Katrineholm, Silkeborg and Angers. All three will work parallel on production, meeting demands for local manufacture and having closer proximity to the end user. Bolted body panels, in place of welded construction, is seen as the key to the successful application of this strategy.

In line with rationalised production technology, Scania believes the way forward includes providing its customers with various solutions to common problems. It intends to offer a range of financial services such as lease packages, service agreements, buy-backs and price per kilometre rentals. Although these have been peripheral to Scania's fundamental manufacturing roots they are now seen as a way of expanding market share and to allow operators to concentrate on their core business.

Scania's service agreements aim to take care of the customer's fleet, at the customer's premises, in accordance with an agreed needs-based schedule. This includes periodic maintenance, chassis and body repairs, roadworthiness and annual inspections, daily inspections, vehicle recovery and other related aspects of workshop maintenance. It also includes taking responsibility for other makes. Leif Nystrom, marketing director of Scania Buses & Coaches, said, 'Offering a price calculation with a long term perspective and working



Access to the transverse rear engine is excellent.

as the customer's partner, utilising shared investments, leads to increased cost effectiveness for the customer. Driving a Scania bus should automatically guarantee the lowest overall cost. We want the customer to take the whole picture into consideration, including the purchase price, maintenance and repair costs, and financing.' The first agreement on this scheme was signed with Swebus in 1995 and similar contracts have been signed with other companies since.

A new aid to training and product information has been introduced to help support the new range of buses. Scania has turned to interactive multimedia for this and has produced a CD-ROM based package called CombaT bus. The package is comprehensive, covering information on the company, specific vehicle data and product information allied to sound and graphics. The ROM disks can be read on any multimedia PC and represent a cheap and effective method of distributing training information. Its interactive nature means that it is very simple to use and there-



The internal layout of the OmniCity shows a flat floor throughout, although steps to raised seating are very steep.

fore a speedy process for the user to find the relevant information.

Speaking at the launch of the OmniCity, Arne Karlsson told visitors that the latest moves by Scania represented the company's most ambitious programme ever attempted. He said, 'Scania's market share has doubled in the last five years despite the global requirement remaining fairly static at 60,000 units. We need to maintain new product development and to look for new business concepts as a backbone for expansion, this includes the new outlook on financing, global sourcing and localised production of vehicles in the countries where markets exist.' He also indicated that he felt the major growth areas for manufacturers lay in the Far East and Asia.

Per Hallberg, Scania's technical director, added, 'We began five years ago with high ambitions to double pro-

ductivity and achieve sustained activity within a ten year period. This brought about our division of chassis into three main modules, each with variations to suit different applications - different heights, engine and transmission layouts. This had benefits for customers in terms of economy. Spare parts commonality and availability were improved and we developed higher performance engines and better brakes.'

Rolf Teljeby, Scania's sales & marketing director, said, '1995 was a record year for us. We sold over 4,400 vehicles, of which 300 were complete buses. With our planned increase in market share we are aiming to be supplying 7,000 units by the end of this decade. We believe we can continue our growth and would like to see Scania attain 20% of the UK market. Scania is a world class product which offers long term profitability to operators. The new model is stylish, accessible and comfortable with the ability to attract new passengers. In combination with our new finance and service partnership packages it creates a win-win situation for us and the customer.'

Serial production of the OmniCity is scheduled to start in the second half of 1997. Visitors to the IAA in Hannover will have the chance to view the first normal floor height model from the new range. The UK's current trend towards the midibus and super-midi has not influenced Scania's determination to press ahead with full sized single deck buses and they claim that there is still a very strong interest from customers in that sector. The company is obviously determined to stick to its guns and maintain its traditional big bus philosophy rather than take on established midibus manufacturers. The OmniCity is a positive step forward for Scania, containing a number of sound design advantages and new technology. The moves to increase finance activities, create software support systems and to develop fleet maintenance packages indicate that the company has responded to new trends.

**By
Martin
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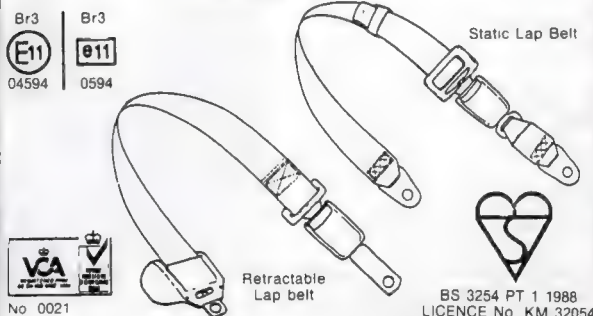
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School Transport

Alan Millar seeks operator views on

The school transport dilemma

These are unsettling times for operators of school buses. By 10 February 1998, all coaches and minibuses used to transport school children will need to be fitted with seatbelts and, before then, the controversial three-for-two concession (allowing three children to occupy a seat for two adults) will have been abolished. These measures ought to be a simple matter, but they raise almost as many questions as they are supposed to answer.

Seatbelts aren't required in regular service buses, double deckers or coaches incapable of exceeding 60mph, but parental pressure is leading some local authorities to insist that all vehicles on their education contracts are fitted with seatbelts. Many other authorities, it seems, are giving operators next to no guidance on what they expect and there's little sign, if any, of councils being willing or able to pay any more for school transport contracts, despite Government promises at the time the legislation was announced.

On the other hand, operators are having to plan for the new regime and have suitable vehicles in their fleets long before the first phase of the regulations takes effect on 10 February next year. That's when seatbelts have to be fitted in all school transport coaches first used on or after 1 October 1988. Older coaches need to be fitted with belts by 10 February 1998.

The regulations were drafted fairly hurriedly and are being brought in ahead of pan-European seatbelt rules. They govern the use, rather than construction of vehicles and they've been brought in under European Union laws that permit individual states to pass legislation covering the safety of children.

Because of this, it won't be illegal to operate coaches without seatbelts after the



This Bluebird Q-Bus has three point belts but will operators be able to invest in new vehicles on the rates that school contracts pay?

1997 and 1998 deadlines, but it will be if they are used to carry groups of three or more three to 15-year-old children on pre-arranged trips and journeys. The only exemption is that there is no need for seatbelts on vehicles used for public bus services which also happen to carry groups of children - but the law is less clear about what happens on a school bus that

also happens to carry the occasional adult.

And while all that is the strict legal interpretation, in reality most operators will fit seatbelts in any coach that might even occasionally be used to carry groups of children.

But what is the real effect of these changes? Are operators equipping all of their fleets? Are they scrapping or

planning to scrap their older coaches? And what will this mean for the residual values of coaches which don't meet the new rules for school transport? We've been talking to a sample of small to medium-sized operators to get a feel for how the industry is preparing for next February.

Marjory McClements, managing director of Rennie's of Dunfermline, probably sums up the opinion of many operators when she says: 'I would say that it's probably the worst drafted regulation in over 60 years of construction and use legislation.' While her company has been busy installing seatbelts in about half of its 60-vehicle fleet, she has grave doubts about the effectiveness of lap-type seatbelts in an accident and is particularly critical of the requirement that, where the seatbelt anchorage is part of the seat, the seat must detach from the vehicle floor before the anchorage detaches itself from the seat.

Rennie's has 45 buses out every day on Fife Council school services, but because of the council's accurate forecasting of numbers, 35 of these vehicles are double-deckers which don't require seatbelts. To meet its other school transport requirements and occasional child transport commitments, all 13 of its executive coaches and nine older vehicles have been fitted. So are all of its N-registered minibuses, some of which are used for nursery runs.

In all, 12 large single-deckers and two minibuses have had belts retrofitted. 'We had a major problem fitting them on an Iveco DailyBus with plastic seats from Italy, but that is part of the huge learning curve we have gone through.'

'In our view, it's virtually impossible to fit seatbelts in pre-1988 coaches, but we have very few left in the fleet

School Transport



The bulk of Rennie's' fleet is already belt equipped.

apart from our double-deck buses. We've been heavily committed to fleet replacement and have been trying hard to reduce our age profile.'

The ending of the three-for-two rule is irrelevant to Rennie's as Fife phased it out three years ago, ahead of legislation. She's more concerned that the council has introduced a new condition of contract that makes school bus drivers responsible for ensuring that all their passengers wear them.

'That goes way beyond the law,' she says. 'And if we make a party of primary school children wear them, who gets them out if there's an accident? Really, we would need escorts on buses.'

Colin Rowland of Hastings-based Rambler Coaches has another reason for wanting escorts on school coaches. 'I'm not against paying out to have seatbelts fitted, but I am aggrieved by the vandalism that we suffer. I feel it's happening partly because of the poor design of the belts, although some manufacturers have now improved them.'

'Some, originally, were left open and it was no trouble for a child to pick them to pieces. We've even had them unbolt-

ed from the seats. Quite often, a coach will come in with two or three missing.'

So far, about half of Rambler's fleet of over 20 coaches has been fitted with seatbelts to meet demand from private hire customers who asked for them. Most of the remaining vehicles will be fitted in time for the school transport deadlines, but two Plaxton Supremes and a Duple Dominant will be broken up rather than have belts fitted. Colin Rowland says they are not capable of being fitted without drastic and prohibitively expensive modification.

'Our oldest coaches with belts are 1984 Paramounts with reclining seats. We've also got some with old Supreme seats. We put a bar across the back of the seats and bolted the belts down through the bar and the seats. Then we put in a piece of wood so the cushion didn't sit on the bolts. I think I've done the best I can with them.'

He says there has been very little pressure from schools for seatbelts, except on a route operated normally with an unbelted Supreme. 'We used the old Supreme because the route went down a narrow lane. Then it was off the road for a while and we

put a Paramount on with belts. When we put the Supreme on again, the school said it wanted belts. We told the council we could do that for an extra £1,000.' The school hasn't mentioned seatbelts since then.

He says there isn't much evidence, either, of schools in East Sussex instructing children to wear seatbelts, even though it's a fair assumption that most children will know how to fit and remove them. In the absence of such advice, he has given his drivers strict instructions. 'I've told them



Several operators were concerned about the possibility of two point belts causing injury.

never to tell passengers they have to wear them, except in the front of 16-seat minibuses. Otherwise, if something happens and passengers are injured because they are wearing seatbelts, are we going to be held liable?'

If anything, he is even more concerned than Marjory McClements is about the effectiveness of lap-type belts and suspects it will take a tragic accident for three-point belts to be made compulsory. 'Unfortunately, nothing is going to happen until something does happen and someone gets killed or injured.'

'I think kids are probably all right with them, but old people don't know what to do. If it's possible for a double-decker to catch fire in minutes, getting people out of their seatbelts is going to be very difficult.'

Colin Rowland's concerns about vandalism are shared by Roger Mott of Aylesbury-based Motts Coaches. 'A vehicle could be immobilised if someone slashes a seatbelt, because we couldn't use it until the belt has been repaired. We've already had vehicles taken off the road because an emergency hammer has been removed en route to school.'

He has been preparing for the law change for the past 18 months by fitting seatbelts in most of his coaches, including a 1983 Jonckheere P50 and two mid-eighties Plaxton-bodied DAFs. Apart from double-deck buses, one Supreme coach and some Leopard buses used for schools work, all other vehicles have seatbelts.

'The Leopards could possibly do 60mph downhill with a fair wind, but we'll probably dispose of them for scrap rather than try and fit them with seatbelts. I don't know if



Motts Coaches have been preparing for the changes for the past 18 months and now have belts in most coaches. They believe they are ahead of many other local operators.



Rambler Coaches of Hastings will scrap some older Supremes and a Dominant because fitting seatbelts would be too costly and difficult.

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1995 M DAF SB3000 WS Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
1994 L EOS 90 49R, toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF SB3000 Int Retarder, Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SB3000 Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
1992 J DAF MB230LT Van Hool Alizee 'H', 51R/Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230 LB Van Hool Alizee 'H', 49/Toilet
1990 G DAF SB3000 Van Hool 'SH', 49/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R
1989 F DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1989 F DAF MB230LT Plaxton 3500, 51R/Toilet
1989 F DAF MB230LB Plaxton 3500, 53R
1989 F DAF MB230 LB Plaxton 3500, 51R/Toilet
1988 E DAF SB2300 Van Hool Alizee, 51R/Toilet
1988 E DAF SB2300 Duple 340 SL, 53R
1988 E DAF MB230LT Plaxton, 3500, 51R/Toilet
1988 E DAF MB230 LB Plaxton 3500, 53R

BUSES FROM OUR HIRE FLEET

1996 N DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF SB200 Auto, Ikarus City Bus, 49 seater
1995 M DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 N DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus
1991 H MERCEDES 811D Optare Star rider

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HIGH QUALITY USED COACHES

| | |
|---|---|
| 1995 (M) MERCEDES 709, Autobus Classique, 25 seater bus | 1988 PP BOVA FUTURA FHD, 49R/Toilet |
| 1993 K MAN, Jonckheere Deauville, 51R/Toilet | 1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet |
| 1993 K DAF SB2700 HS, Caetano Algarve, 53R | 1988 F SB3000 Van Hool Alizee SH, 49R/Toilet |
| 1990 G VOLVO B10M Plaxton 3500, 49R/Toilet | 1987 E SB2300 PLAXTON 3200, 55 seats, air conditioned |
| 1990 G DAF DHTD Duple 320, 57R | 1987 E SB2300 Plaxton 3200, 53R, air conditioned |
| 1989 G SCANIA K113 Van Hool Alizee 'SH', 53R/Toilet | 1987 D DAF SB2300 Van Hool Alizee 'H', 49R/Toilet |
| 1989 F DAF MB230 Van Hool Alizee 'SH', 53R/Toilet | 1987 D DAF MB230LB Duple 340, 53R |
| 1989 PP BOVA FUTURA FHD, 49R/Toilet | 1987 D VAN HOOL T815, 51/Toilet |
| 1989 SB3000 PLAXTON 3500, 51/Toilet | 1983 DAF MB Plaxton 3500 48R/Toilet |
| 1988 VOLVO B10M, Plaxton 3500, 49R/Toilet | |



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School Transport



Simmonds of Letchworth have had four coaches fitted with seatbelts.

there's going to be a shortage of suitable vehicles to replace them, especially if councils insist on vehicles like Dominants and Supremes on Leopards, Fords and Bedfords being taken off school contracts. We're probably talking of £20,000 pieces of kit to replace them and that could be expensive as there won't be many in the marketplace. I think Bova Europas and early Futuras and possibly post-1985 Plaxton Paramounts are candidates for schools vehicles.'

At present, he says the future is far from clear. 'We've not had a chance to analyse what are the policies of Oxfordshire and Buckinghamshire, the two councils we work for. But I'm not too concerned because we're quite a way in front of our local competition in having seatbelts fitted. I can see it affecting other operators before it affects us.'

Norfolk operator Semmence of Wymondham has fitted its four newest coaches with seatbelts and it is planning to fit them in older vehicles. 'The majority of our vehicles are pre-1988 models and only five are newer than that,' says director Tim Semmence. 'Now, we're trying to buy only vehicles built after 1988 and at the moment we're looking for secondhand Dennis Javelin 57-seaters.'

He says that Norfolk is now inviting new tenders for schools work only on the basis of seatbelts being fitted, but it is cushioning the effect on operators by adjusting the rate per seat.

To be sure about belts in the long term, operators are increasingly looking to buy vehicles built from 1988. This will almost certainly reduce the value of pre 1988 coaches.

At some point, he believes that it will make more sense for Semmence to sell or scrap its oldest coaches than fit them with seatbelts, but he is daunted by the price gap for replacements. 'When it becomes impossible to fit belts, we will have to get rid of vehicles which will only be worth about £6,000. There won't be much of a resale market for coaches like that and we've got to replace them with at least £40,000 vehicles. It's awkward at the moment knowing what to do.'

Taylor's Reliance, based in



Taylor's Reliance Coaches of Meppershall have fitted belts in five of their 12 coaches to date.

the Bedfordshire village of Meppershall, has fitted five of its dozen coaches with seatbelts, largely to meet demand from playgroups and other hirers asking for them. It made a point of fitting them in a mix of older and newer coaches to cover demand from a range of customers.

So far, it has had little specific information from local authorities other than from Hertfordshire where the council asked if Taylor's price covered the provision of coaches with seatbelts.

A Hertfordshire operator,

Simmonds of Letchworth, has had four coaches fitted with seatbelts to meet school transport commitments, but at the start of the term it was trying to get last-minute information about which contracts were being cut back, never mind anything long term like seatbelt requirements.

In County Durham, school contracts are being moved from three-yearly to five-yearly intervals to provide operators with some compensation for the cost of fitting seatbelts, but a spokeswoman for Garnett's International of Bishop Auckland says that competition between operators is keeping rates down. Until recently, she says there has been very little guidance from the council on its policy for contracts in future.

'Durham education people are saying that contracts will be revoked if seatbelts are not fitted and, as far as I know, we'll have to have them fitted from January. We have hung fire until now while so many different types of seatbelts have appeared on the market and, even now, people are asking what type of seatbelts they should have fitted.'

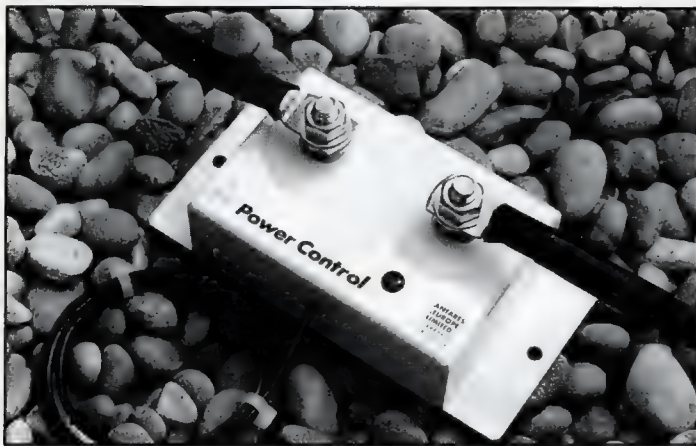
By Alan Millar



Three point belts have yet to be made available on reclining seats, though some manufacturers believe they are close.



Products and Services



The Antares 12v and 24v Power Control provides split charge protection to prevent starter batteries discharging.

Antares Automatic Split Charge

Antares (Europe) Ltd has designed and manufactured an updated version of its electronically controlled 12v or 24v automatic split charge system. It utilises high-power electronic switching to prevent the vehicle batteries being discharged by auxiliary equipment. The compact module fits between the start battery and auxiliary battery ensuring trouble free starting.

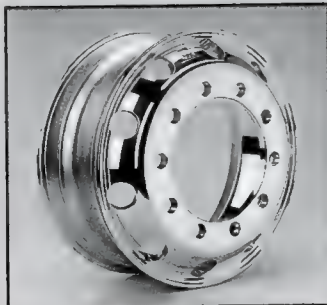
The Antares unit has a high capacity for use with alternators producing up to 140A. It can directly replace diode-based installations, overcoming poor charging problems without the need to resort to expensive alternator voltage controllers. It also has

the advantage of allowing a single output battery charger to simultaneously charge both battery banks. The module carries an IP66 rating which allows its installation anywhere on the vehicle and functions up to 85 degrees Centigrade. It measures 68mm x 140mm (including flanges) x 60mm (including connection studs) and costs £95. Enquiries about this or any other on-board power related queries should be addressed to Mark Arrow-smith or Steve Kerr on 01753 890888. The company's address is: Antares (Europe) Ltd, Chiltern Hill, Chalfont St Peter, Gerrards Cross, Bucks, SL9 9QU.

New Alcoa Alloy Wheels

The new generation of forged alloy wheels from Alcoa is being launched on the European market. They have been designed specifically to consider the requirements of disc brakes and feature substantially larger vent holes and a new design to allow better water dispersal. Weighing around half that of a set of steel wheels, the alloy alternatives are claimed to offer a higher payload, longer tyre and suspension life - through their precision machining and improved balance characteristics, better heat dissipation and enhanced ride and driver comfort.

The new wheels are forged from the same high quality alloy but the vents are two and a half times larger. This promotes improved air circulation and cooling, plus easier access to the valve. The vent



New forged alloy wheel from Alcoa. It is lighter and with enhanced features over its predecessors.

holes are angled to allow water to drain away from the rim and thus prevent any ice formation in cold weather. The tyre valve is also protected and balancing is made easier because the same weights can now be fitted on both sides of the rim.

The new wheels should be available in October and will come in 22.5 x 8.25 and 22.5 x 9.00 sizes. Each can be spec-

MAN Manchester

Following a successful period of growth in the Manchester area, MAN Truck Centre CVS (24 Hours) Ltd. is stepping aside to concentrate on its expanding business in Liverpool. A joint statement from CVS and MAN Truck & Bus UK advises that negotiations are at an advanced stage for the Truck Centre to become a wholly-owned subsidiary of MAN, trading as MAN Manchester. This should happen by the end of September.

MAN claims growing sales, the demands on management time and the need for investment in Manchester has led CVS to opt to concentrate group energies on the development of Liverpool MAN Truck Centre, CVS (North West) Ltd - a facility which has already exceeded expectations and initial targets. Plans are now being finalised for MAN to take over the existing CVS facility in Trafford Park, pending the development of a new purpose-built Truck Centre. All existing CVS staff based at Manchester and Rochdale will be offered continuity of employment and it is envisaged the transfer can be effected without disruption to customer services.

Cromweld Multi-Spec

Cromweld, famous for its popular 3CR12 stainless steel, has developed a new specification material which it claims will meet all existing and new specifications which demand improved mechanical and physical properties. The new premium 3CR12 conforms with EN 10088 and will meet the criteria for EN 10028 - 7, the new European standard which takes effect in 1997 and which determines the suitability of stainless steels for use in pressure vessels. The new material offers improved impact properties in the weld HAZ (heat affected zone), and increased proof strength, for cold rolled and some hot rolled gauges up to 6mm. For details contact Cromweld on 01782 347139.

ified with either 26mm or 32mm mounting holes. They can also be purchased with either a platinum or mirror polished surface. Alcoa is opening a new plant to produce its forged alloy wheels in Hungary. This should be operational by mid-1997.

New Michelin

A new tyre designed specifically for the drive axles on long distance coaches has been launched by Michelin. The XDA4 is claimed to give long tread life and high levels of grip and traction, while suppressing the internal noise problems usually associated with running truck drive axle tyres on coaches. The new tyre carries the dual marking of XM S to allow its operation in countries insisting on the fitment of winter tyre types at certain times of the year. The XDA is regroovable and produced in 295/80 R22.5 and 315/80 R22.5 sizes.



A smart corporate design produced by The Lancer Line.

Corporate Image

A recently-established company based in Merseyside, The Lancer Line Ltd, specialises in providing workwear items from heavy duty clothing to fashionable corporate uniform styles. Lancer Line claims to recognise workwear is often provided within strict cost guidelines and has produced a quality range at keen prices, with selected styles speedily available from stock. An in-house design team is available to assist with bespoke uniform design.

The company also claims that it is unique in providing a tailor-made, cost effective service for any size of order, specialising in small orders. For an illustrated information pack or additional information contact Lancer Line on 01704 500700.

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PARAMOUNT 3500, 49 seats, rear
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VOLVO B10M VAN HOOL ALIZEE,
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monitor, video, toilet, fridge, sink,
hot water, dispenser, fully fitted
with seat belts, wired for mobile
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375/4431/FC

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White, 51,000 genuine miles
from one owner, 21 coach
seats, TV/video, radio/PA, full
seat belts, long MoT,
darkened windows, carpets
throughout, taxed for 1 year,
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conversion. Ideal for contracts
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required

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320, 53 reclining seats + courier
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3500, 49/53 reclining seats +
courier, centre demountable toilet,
blinds, Mk 4 front
£58,000

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375/4445/FC

1986 DODGE 50 SERIES,
18 or 20 seats..... £2,250

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seat..... £2,250

1987 FORD IVECO, 21
seats..... £2,250

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and current MoTs

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or 0973 283726

375/4432/FC

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500165

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375/410/FC

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recliners, toilet/washroom, video,
TV, drinks machine etc, DAF 3000,
12 months MoT..... £63,500

1987 VAN HOOL ALIZEE, 51
recliners, toilet/washroom, video,
TV, drinks etc, DAF 2300, 12
months MoT..... £59,500

1983 NEOPLAN CITYLINER, 49
recliners, toilet, video, TV etc,
(new style front & rear), 12 months
MoT, Mercedes V8..... £34,000

PLEASE PHONE

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375/4068/FC

1988 VW OPTARE CITYPACERS

25 seats, 3 point seat belts,
new engines, very good
condition, MoT's Feb-March
'97. Choice of 3

£4,000 + VAT

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375/4419/FC

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1986 IVECO VIANA, 19 seat
minicoach, arm rests, curtains,
boot, tested May '97, taxed,
radio/cassette, good
runner..... £6,950 ONO + VAT

1980 VOLVO B58 ALPHA
CAETANO, 53 seats, very good
mechanics, tested June '97,
radio/cassette, body needs
tidying..... £7,950 ONO + VAT

0181 472 5954

375/4077/FC

SERVICE BUSES FOR SALE

87 (D) VOLVO B10M DUPE, ZF
auto, 55 seats, MoT June
'97..... £33,000

81 (W) VOLVO B10M, rebodied,
East Lancs, numerycyclic gearbox,
53 seats, MoT Oct '96..... £25,000

81 (W) LEYLAND TIGER, rebodied
East Lancs, hydrocyclic gearbox,
53 seats, MoT April '97..... £25,000

Part exchange considered
Contact Gary Wilson

Tel: 0141 956 5678

375/4427/FC

1985 B10M CARIBBEAN II

49 seater, wc,
drinks, recently
re-trimmed, exterior
white, new radio/PA

TRANS CITY, SWANLEY

01322 665533

375/2885/FC

MERCEDES 24 SEATER
609 1988 F, p/d, MoT 6/97
..... £12,000

MERCEDES 24 SEATER
609 1988 F, p/d, MoT 6/97
..... £11,500

MERCEDES 25 SEATER
709 1995 M, p/d..... £34,000

LEYLAND ATLANTIAN 75
SEATER H REG, long MoT
..... £2,000

01530 263902

375/4178/FC

1982 FORD PLAXTON R1014

33 seater coach, very good
exterior, interior clean and
tidy, MoT May 97, new
Turbo, track rods and
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£7,500 + VAT

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375/4284/FC

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49 + 1 reclining seats, toilet,
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12/96, interior fully
refurbished, 1 owner.....
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width 7ft 6in, power steering,
MoT May 97, sensible offers

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requirements

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(CUMBRIA)

375/4058/FC

VOLVO B10M JONCKHEERE,
1985, MoT Oct 31st 1996, 51
recliners, rear toilet, double
glazed, all white, ext grey, red
int, vgc..... £32,500 + VAT
VOLVO B58 DUPE DOM II, 53
seats, 1980, re-panelled, all
white ext, red int, MoT July
'97, vgc..... £8,500 + VAT
BEDFORD YMT DUPE DOM
II, 53 seats, 1980, red & cream
ext, red int, MoT March '97,
vgc..... £4,000 + VAT

SCOTLAND

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375/4406/FC

1981 Leyland Leopard, taxed, MoT May '97, 53 seater recliners, curtains, re-panelled, Telma, excellent condition **£10,500 ono + VAT**
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375/4463/FC

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very reliable vehicle..... **£3,750 + VAT**

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375/4429/FC

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Toilet, TV, wired for video, fitted
seat belts, tinted windows, MoT
July '97, 49 seats, vgc

£5,200 + VAT

1982 MAN SR280

Air conditioned, wc, drinks
servery, fridge, TV, seatbelts, MoT
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excellent condition

£16,225 ono + VAT

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375/4474/FC

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1984 TRANSIT, diesel, 16 seater (coach seats), no MoT **£750**
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1982 FORD R1114 PLAXTON SUPREME VI, needs better seats, needs
tidying and testing hence bargain price..... **£2,250**
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ditioned engine, new MoT..... **£4,950**
1981 FORD R1114 SUPREME IV, 53 seater, MoT expired..... **£1,950**
1980 LEYLAND LEOPARD DOMINANT II, 53 seater, power doors, fitted for
OMO cab, body needs attention to panel work, MoT March 1997.....
ONLY £2,950
1980 FORD R1114 DOMINANT II, 53 seater, MoT 10/96..... **£1,950**
1979 DAIMLER FLEETLINE, lowbridge ECW, 74 seat decker, Gardner
engine, p/steering, testing shortly, repainted 1 colour..... **£5,950**
1979 DAIMLER FLEETLINE, lowbridge, N. Counties, 70 seat, Leyland
engine, p/steering, new test..... **£4,950**
1978 DAIMLER FLEETLINE, lowbridge, N. Counties, 70 seats, Leyland
engine, p/steering, test Nov 96..... **£3,950**
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paintwork, MoT 10/96..... **£2,950**
1977 LEYLAND NATIONAL, 10.3m, 44 seat service bus, testing short-
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Olympic conversion, all good, long test, full history,
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12 removable high-back cloth
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reclining seats, toilet, Telma,
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boiler, bunk, Webasto.. **£54,950**
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ton Paramount low driver, 53
re-trimmed seats, radio cas-
sette, PA, MoT.. **£29,950 + VAT**
**1980 VOLVO B58 PLAXTON SU-
PREME**, 53 reclining seats, radio
cassette, p/door, tinted windows,
curtains, wheel trims, MoT Jan
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LOW MILEAGE EXCELLENT CONDITION LONG MOTs

1991 (H) 609D, Mercedes, 21
seats

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seats

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**1987 BEDFORD PJK PARAMOUNT
330 TURBO**, power steering, side
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1989 VOLVO B10M PLAXTON 3500

53 seaters, demountable
toilet, available, MoT January
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Service Buses in part
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seats, p/door

1984 FORD R1115 QUEST, drop driver, 53 seater

1980 YMT DUPLÉ DOMINANT II, 53 seater

1978 BEDFORD PJK PLAXTON 29

BREAKING 1979 BRISTOL LHL

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COURT

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1987 MCW METRORIDER SERVICE BUS, 25 seats, painted in white Choice of 2
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 1987 DODGE S56 COACH, East Lancs body, 24 seats with luggage racks.....

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1981/82 DENNIS DOMINATOR, 79 seats, single entrance, new test Choice of 3

JUST ARRIVED!

1981 LEYLAND ATLANTIAN, ECW body/74 seats, good MoT
 1978/79 DAIMLER FLEETLINES, MCW body, 74 seats GOOD CHOICE

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 DUPL D IV, p/door, 6sp,
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All taxed and tested, ready to
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375/4724/FC

1995 FEB SCANIA K113 VAN HOOL ALIZEE

49/53, all white, 7 SP, comfort shift
 g/box, telma, centre demountable
 toilet, TV/video, Jason boiler,
 tax/MoT Feb 1997, 18 months DR
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 condition.

£135,000 ovno

Part-ex to £20,000 considered

0191 420 2424 N/East

375/4468/FC

ALEC HEAD

TOYOTA OPTIMO II

18 seater, big boot, 1993, MoT till February 1997, tinted windows,
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£35,000

VOLVO B10M CAETANO ALGARVE

49/53 seats, 1988, demountable toilet, coffee machine, double glazed, tinted
 windows, curtains, MoT till 20th August 1997, very good condition

£52,000

ASTRO MEGA EXECUTIVE DOUBLE DECKER 1983

74 reclining seats, 240 volt generator, built in battery charger, microwave, six
 televisions, two videos, two complete PA/radio systems, tables, MoT August
 1987, excellent condition, private plate

£38,000 + VAT

Contact Tony 01832 272546 Mobile 0585 913881

375/4464/FC

(85) BEDFORD YNV,
 57 seater Lazer II, PSV Aug
 '97, recent new engine

£17,950 + VAT

(86) MERCEDES 608,
 23 seater, curtains, large
 boot, PSV July '97

£5,950 + VAT

Tel: 01574 274402

Both vehicles may be seen in
 Blackpool Sept 8 — 13

375/4724/FC

1987 BEDFORD YMP COACH
 Turbo engine, 35 seater, MoT until
 April 1997, power door, painted all
 white..... Cost £22,500 + VAT

CHOICE OF 3 DAIMLER FLEETLINERS

Eastern Coachwork bodies, low
 bridge, Gardner engine. Clean
 and tidy. Cost £6,500 + VAT each

LEYLAND SWIFT

1989, 27 seater, new engine and
 gearbox, power door, painted all
 white..... Cost £17,500 + VAT

TELEPHONE 01277 233144

375/4466/FC

1974 LEYLAND NATIONAL, 48 high back coach type seats, 8 months MoT,
 good condition for age..... £2,500 + VAT
 1990 LEYLAND DAF 200 SERIES, 8/12 seats, 12 months MoT, good condition,
 surplus to requirements £2,500 + VAT
 1980 DENNIS DOMINATOR, single deck service buses, fully automatic, 2
 door, Gardner engines, 46 seats, to be sold with 12 months MoT, choice of
 two..... £3,500 each + VAT
 1988 TOYOTA, 18 seater, 6 cylinder, very good condition, MoT to March
 1997 £14,000 + VAT
 1977 DAIMLER FLEETLINE, good condition, repainted white, long MoT
 £3,500 + VAT
 1962 AEC RENOWN, 75 very clean seats, full history with this vehicle, semi
 auto, reg no 8071ML, to be sold with full 12 months test £5,000 + VAT
 1978 AEC RELIANCE DUPL DOM 11, 53 seats, pretty good condition, will
 re-test, one only left..... £3,750 + VAT

Beestons (Ipswich)

Tel: 01473 823243

375/4471/FC

PLAXTON PARAMOUNT B REG 1985 BEDFORD 500 TURBO YMPs,
 33 reclining seats, all white, aircraft lockers, large boot, rad/cass,
 PA (first to see will buy) £24,750 + VAT ono

Full Service History available on Above Vehicle

Consider Part Exchange For 53 Seater

Tel: 01824 750698 Day or Night

375/4607/FC

LEYLAND DAF 400, 16 Executive coach seats, high roof, radio, COIF, very low
 mileage, bronze tinted glass, power steering, 5 speed, Peugeot diesel, rear roof
 fans. All white, no sign writing. Excellent condition. 1993 (K). New MoT
 £12,950 plus VAT

MERCEDES 609D, 18 Executive coach seats, power steering, new conversion,
 COIF, power side door, bronze tinted glass, no sign writing, automatic, ideal for
 airport work. Excellent condition. 1991 (H). New MoT £16,950 plus VAT

DAF SB 2300 DUPL 340, 53 reclining seats, all white — not sign written,
 bronze tinted glass, centre toilet, new Michelin tyres, power door, re-trimmed,
 curtains, centre continental door, rear roof ventilation unit, 6 speed split
 box, radio/PA, private plate available. Excellent condition. 1987 (D). New MoT
 £39,500 plus VAT Available shortly

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CENTRAL BUS AND COACH DISTRIBUTORS LTD
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FINANCE AVAILABLE SUBJECT TO STATUS. PART EXCHANGE WELCOME

1986 PARAMOUNT 3500
 DAF, 49 seater, MoT
 March '97 £36,000

1988 DUPL 425, MoT
 March '97, 55 seater
 £30,000

1987 DAF, 53 seater,
 Caetano body, MoT June
 '97 £30,000

1983 TIGER PARAMOUNT
 3200, 57 seater, new
 MoT £21,500

Tel: 01974 202495

375/4545/FC

M REG VOLKSWAGEN LT

15 seater diesel minibus,
 white, full service history,
 lap and diagonal belts
 throughout, SLD,
 radio/cassette, outstanding
 condition throughout

£11,995

Part ex considered
 Finance arranged

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 or 0973 725547 (Mobile)

375/4543/FC

1982 P PLATE DAF MB PLAXTON SUPREME V GT, 53 recliners,
 tints/curtains, splitter g/box, nice interior, v. clean & tidy .. £12,000

1987 (PP) MERCEDES BENZ 609D REEVE BURGESS, 19 seater,
 p.steering, new MoT, immaculate inside & out £12,000

1983 LEYLAND TIGER s/auto, Duple Dominant IV, 53 seats, tinted
 windows, fitted for OMO, ideal dual purpose vehicle, testing
 shortly £11,000

1978 BEDFORD YMT PLAXTON SUPREME III, 53 seats, recon
 engine, 2 owners only, new test..... £2,750

1981 LEYLAND LEOPARD DUPL DOMINANT I PHASE II, 53 seats,
 fitted for OMO, ideal service or contracts, one owner from new,
 choice of 3, MoT'd..... £4,950

1988 F REG IVECO 49-10 PLAXTON REEBUR, service body, 20 seats
 + standees, auto g/box, MoT'd..... choice £3,950

Tel 01782 563563 (Staffs)

375/4542/FC

J REG RENAULT TRAFIC

12 seater minibus, white,
 1 owner, full service
 history, hi-back seats,
 absolutely immaculate.

£4,995 VAT

Tel: (Mobile)

0973 725547

375/4541/FC

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HIGH SEATING
 CAPACITY VEHICLES
 FOR SCHOOLS OR
 SERVICE WORK

HIGH SEATING CAPACITY VEHICLES
 FOR SCHOOLS OR SERVICE WORK
 that do not (yet!) need seat belts!

1983 BEDFORD YNT DUPL DOMINANT, 55 seat
 + 8 standee body, recon Turbo engine, manual
 gearbox, MoT 4/97 £7,500

1982 Y REG BEDFORD YMT, Wrights, 60 seats +
 8 standee body, blue, series engine, manual
 gearbox, Long MoT £6,500

1981 BEDFORD YNT DUPL DOMINANT, 55 seat
 + 8 standee body, Turbo engine, manual
 gearbox, MoT 2/97 £6,000

1980 W REG BEDFORD YLQ DUPL DOMINANT,
 43 seats + 8 standee body, (can be up-seated to
 52), automatic gearbox, MoT 2/97 £3,500

1976 LEYLAND LEOPARD DUPL DOMINANT I,
 53 seats + 20 standees, PAS, MoT 6/97, absolute
 bargain £2,000

1979/81 LEYLAND LEOPARD ALEXANDER, 53
 seats + 24 standees, long MoT's, semi-auto,
 p/steering, from £5,000

1979 BEDFORD YNT DUPL DOMINANT, 63
 seater body, manual gearbox, MoT 1/97 .. £4,000

Tel 01892 833830 (Kent)

375/4541/FC

Lucketts Travel

1987 MERCEDES 0303 RHS INTEGRAL, 53
 recliners, working air con, R/C PA,
 retrimmed £52,500
 1988 MERCEDES 0303 RHD INTEGRAL, 49
 recliners, working air con, wired for
 TV/video, hot/cold drinks, retrimmed,
 drivers bunk, toilet, double glazed £65,000
 1986 SCANIA K112/PLAXTON 3200, 55
 recliners, R/C PA £45,000
 1987 SCANIA K112/PLAXTON 3500, 55
 recliners, R/C PA £50,000
 1987 BOVA FUTURA FHD, 53 recliners,
 R/C PA £50,000
 1988 DAF MB230/PLAXTON 3500, 49
 recliners, boiler, wired for TV/video,
 toilet, drivers bunk, R/C PA £47,500

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 SOME VEHICLES AVAILABLE IMMEDIATELY
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Alternator Coupling
Silencers — Shackles Pins

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375/4469/AE

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1983 BEDFORD YNT PLAXTON 3200, 53 seats, ZF gearbox, clean bus, MoT 4.12.96. For quick sale £12,500 + VAT. Tel: 01225 424157.

375/4299/BED

1978 BEDFORD DUPLÉ, 53 seat coach, new re-con engine, clean and straight, with years test, £4,000 + VAT. Tel: 01489 860729 (Hants).

375/4096/BED

1976 BEDFORD YMT PLAXTON SUPREME, 53 seat coach available for spares, engine u/s, but MoT until 6/97. Offers. Tel: 01483 276880.

375/4514/BED

W REG DOMINANT 500 BLUE SERIES, MoT June 1997, many new parts, very reliable, good condition, owner driver, £3,950 ono plus VAT. 0151 327 8777.

375/4606/BED

BOVA

VANHOO ACRON MAN G REGD

49 + toilet/53, tea/coffee, brown interior, MoT Jan 97, immaculate condition

01485 532349

375/4504/BV

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1987 CAETANO OPTIMO, 21 seats + courier, table, curtains, very clean and smart with full test, new engine recently fitted, £12,000. Tel: 01977 672265.

375/4421/CA

1994 TOYOTA OPTIMO MK III

21 seater + courier, usual Optimo extras, very low mileage, excellent condition

WESTWAY COACH SERVICES

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375/4538/CA

DAF

1982 DAF MB200 PLAXTON,

53 seats, curtains, 6 speed splitter, new MoT when sold, recent re-trim, PA system.....

£10,500 ONO + VAT

Tel: 01705 472366

375/4452/DA

DAF MB230 DUPLÉ 340 1986

53 reclining seats and toilet, video, drinks machine and ferry lift, very good condition, MoT'd August 97, fully seatbelted, can be sprayed in 2 pack single colour of your choice if required

Absolute bargain at £30,000

DAF MB 200 3500 PARAMOUNT 1983

51 reclining seats, fully seatbelted, MoT'd August 97, toilet, video, drinks machine, excellent condition, can be sprayed in 2 pack single colour of your choice if required

£28,000

0121 453 1896

375/4520

1985 DAF MB200 PLAXTON PARAMOUNT 3500

53 reclining seats, low driver, rear continental door, Blaupunkt radio/PA, curtains. Well maintained and excellent condition throughout, must be seen. MoT April 1997.

£33,950 + VAT

Tel: 01992 572447

375/4719/DA

DENNIS

Due to arrival of new vehicles we have for sale

1992 DENNIS JAVELIN PLAXTON PARAMOUNT 3200, 57 seats, curtains, MoT Feb/97 £72,950 ono + VAT

1988 (OCT) DENNIS JAVELIN PLAXTON PARAMOUNT 3200, 53 recliners, curtains, PP, new MoT £44,950 ono + VAT

BAKERS DOLPHIN

Phone: Michael or John on Weston-Super-Mare 01934 635635

375/4448/DE

1989 F REG 35 SEAT DENNIS JAVELIN/DUPLÉ 320, spec includes:- POD crew seat, recliners, tinted windows, side lockers and air suspension, MoT to Feb '97. £43,500 + VAT ono. Tel: 01259 216180.

374/4189/DE

DODGE

DODGE S56, 21 seater, service bus, Alexander body, MoT Nov '96. £2,000 + VAT ono. Tel: 0141 3573194.

375/4459/DO

RENAULT DODGE S56 1988, with tail lift, 10 seater, or 5 wheel chairs, two seated, PSV, test 12 month, £4,250. Tel: 0151 423 5027.

375/4546/DO

DOUBLE DECKER

DUE TO ARRIVAL OF NEW VEHICLES WE HAVE FOR SALE

1989 SCANIA K113 PLAXTON 4000, 68 recliners + courier, toilet, PA, wired for video, 3 tables, large fridge, water boiler, curtains, driver's bunk, new MoT (PP) £72,950 ono + VAT
1987 SCANIA K112 PLAXTON 4000, 71 recliners + courier, toilet, PA wired for video, 2 tables, fridge, water boiler, curtains, driver's bunk, new MoT, (PP). £57,500 ono + VAT

BOTH IN GOOD CONDITION

BAKERS DOLPHIN

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LEYLAND ATLANTIAN DOUBLE DECK COACH WITH DEANS' AWNING

Ideal for hospitality, exhibition or entertainment use.

Fax your name and address to receive a colour picture and full details by return

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Van Hool, 47 seats, dual purpose body on a Scania chassis, auto transmission, very competitive prices, short or long term rates, exclusive of maintenance.

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375/4081/FH

FORD

1978 FORD PLAXTON, 45 seater, good condition. £1,200. Phone Ivan Thomas 0181 397 4276, 0181 397 3774.

375/4516/FO

T REG FORD PLAXTON, 53 seater, power door, test March 97, tax Dec 96 £3,500 ono — No VAT

V REG FORD PLAXTON SUPREME, 45 seater, power door, test March 97, tax Feb 97 £3,500 ono — No VAT

Tel: 01646 683634 or 0374 958539

375/4442/FO

FORD

1975 P REG FORD DUPLÉ DOMINANT 53 seater, tested June '97, good condition for year, ready to work £1500.00 no VAT, no offers Tel: Chris Williams 01691 773267

375/4703/FO

FORD PARAMOUNT R1114, 53 str, MoT March '97, VGC, fitted with seatbelts, new engine, clutch and gearbox, PP, 1983. £12,500 ono. Tel: 01923 859396.

375/4507/FO

1980 FORD R1114 - DUPLÉ DOMINANT II, 53 excellent seats, seatbelts, tinted windows, Bristol dome, 5 months MoT. £2,000. Tel: 0181 460 1650.

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FORD TAXIBUS, 8 + wheelchair, now with electric windows, alloy wheels, luggage gate, special offer, one only. Also Tourneo + 14, 15, 16 available now. Blythswood Motors (Glasgow) 0141 221 3165 or 0141 639 6107 (eve)

375/4477/FO

LEYLAND

1987 LEYLAND TIGER, left hand drive, mounted on Plaxton Derwent body, excellent condition, 12 months MoT. Phone Ivan Thomas 0181 397 4276, 0181 397 3774.

375/4518/LE

1983 'A' REG PLAXTON 3200 57 seater, power door, retrimmed, 1983, semi automatic, MoT'd end Oct £18,750 plus VAT

1983 PLAXTON 3200 Express 12 metre, 54 seats, power door, semi automatic, new MoT £15,750 + VAT

Telephone 01822 833636

375/4289/LE

1986 ROYAL TIGER DOYAN LEYLAND 260

47 recliners, engine reconditioned, retrimmed in Graffiti, full executive, MoT March '97, good condition

£18,950
0113 239 0034

375/2891/LE

LEYLAND LEOPARD DOMINANT II 1980

53 seater semi auto, full fitted seatbelts, destination gear, service doors, Motorola radio/PA, air horn, new batteries, new fuel pump, good tyres, new engine done only 58,000 miles, PSV & taxed Feb 97, repainted Feb 95, 2 owners from new, still maintained from original owner to the highest possible standard, full service history available from new.

Rare example for this useful and reliable dual purpose vehicle, not to be missed

£9,750 + VAT
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375/4175/LE

LEYLAND

ATLANTEANS 1974-1976

MoTs, East Lancs body,
power steering
£3,000 ono

One with Wheelchair Access
(Price plus tyres plus VAT)
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375/4804/LE

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condition. **Phone Ivan Thomas Tel:**
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375/4515/LE

2 LEYLAND LEOPARDS, 50 seat/53
seats, MoT late Oct 96, **£2,400 +**
VAT each. Tel: 01204 525320.

375/4433/LE

P TO T REG LEYLAND NATIONAL
1, 49/41 seats, some with long
tickets, 15 to choose from
..... PRICES £2,000 — £3,000

W REG LEYLAND LEOPARD,
FITTED DUPE DOMINANT, 47
SEAT SERVICE BUS, body, power
steering and semi-auto box being
recertified..... **POA**

1986 LEYLAND TIGER fitted Dupe
340 coach body, 53 reclining seats,
express doors, ticket May '97, 1
only..... **PRICE £16,000**

ALL PRICES + VAT

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LEYLAND TIGER 1991

Plaxton 3500 with Cummins 290 L10
engine and ZF fully automatic g/box with
integral Telma retarder
51 reclining seats with arm rests
Curtains to side and rear windows
Centre aisle carpet
Rear sunken demountable toilet, fitted
by Plaxtons when vehicle was new
Rear toilet mounted Jason coffee
machine, with a Drinkmaster drinks
carousel
Power operated in swing front entrance
door
Rear off side full continental door
Ferry lift
Heated exterior mirrors
Heated window to front entrance door
heated drivers window
Blaupunkt radio cassette and full PA
system
Wired for TV and video
Cruise control speed limiter
Drivers fan
Courier seat — MoT July 1997
This is in every way a genuine immaculate, low
mileage vehicle, owned since new
Any Trial or Inspection Invited — **POA**
Tel: 01994 240274 West Wales

375/4423/LE

LEYLAND TIGER DUPE LASER II
1985, MoT'd August '97, 53str fully
seatbelted, nice looking coach can
be sprayed in 2 pack single colour
of your choice if required, **bargain**
at £16,000. Tel: 0121 453 1896.

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WANTED URGENTLY MK I NATIONALS,
MUST HAVE GOOD TICKETS. LUDLOWS BUS &
COACH. 0121 559 7506.

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Single door, new 5.1 engine,
only 25,000 miles, many new
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needs some attention.

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RENOVATION — OFFERS INVITED**

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1982 DUPE GOLDLINER
TIGER 218, air gearbox, air
suspension, good runner,
ideal rebody **£8,000 A GIFT**
1979 LEYLAND 680 S/A
11M PLAXTON, 53 seater,
taxed + MoT'd Paramount
front, repainted & painted,
retrimmed, engine, box,
diff springs etc, over last
few years, excellent condi-
tion **£6,500**

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375/4715/LE

1 x LEYLAND ATLANTEAN/EAST
LANCS 1979, 76 seats, 12 months
MoT **£5,500 + VAT**
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April/June 97 **£6,000 + VAT**
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PLAXTON SUPREME, 1979 & 1980
DP's, semi auto's, 53 seats, MoT's
Nov 96 to March 97 **£6,000 + VAT**

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1985 MCW METROLINER

72 seats, private plate, toilet,
2 power doors, wired for
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£15,000

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375/2883/MCW

MERCEDES

BALMORAL COACHES

0151 933 1016

MERCEDES 814L, six cylinder, Reg No
J815 MLK, first reg 17.1.92, MoT to
31.1.97. 31 recliners, TV video, drinks
machine, rear air suspension,
212,000kms. **£33,950 plus VAT**
MERCEDES 814D TURBO Intercooler,
Reg No K880 PYS, first reg 23.4.93, MoT
to 15.8.97. 21 full size seats,
195,000kms. **£26,950 plus VAT**
MERCEDES 609D, Reg No M504 XFY,
first reg 5.5.95, MoT to 9.5.97. Luxury 21
full size seats, 35,000kms, as
new. **£29,450 plus VAT**
All above vehicles in excellent condition, any
trial
Reason for sale: New 'P' reg vehicles arriving

375/4420/ME

COACH SPEC 711 TURBO, 29
seats, forced air, £49,500. 711, 29
coach spec, £48,000. 711, 25 coach
spec, £47,000. 711, 24 coach spec,
£43,000. 609, 24 coach spec,
£40,000. All luxury spec with power
door and 3 point belts, Mercedes
service spec. 709, 29 + standees,
£43,500. 811, 33 + 12 from £50,000
plus auto and Telma. **Tel: Blyths-**
wood Motors on 0141 221 3165 or
0141 639 6107 evenings. 375/4475/ME

MERCEDES 1994 208d 12 SEATS,
all white power steering, low mile-
age, tested 6/2/97. **Offers around**
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MERCEDES 814L FULL EXECUTIVE COACH

★ 6 Cylinder Engine with Rear Air
Suspension
★ 24 High Back Moquette Seats
★ Tables with Lamps
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★ Servery Area
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★ Courier Seat ★ 1991 pp

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MERCEDES: IMMEDIATE DELIV-
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Ranger; 47 + 23 standees, 811; 33
+ 12 standees + Auto & Telma,
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270,000 kms, 20 seater + 5
standees, power door, grey
metallic, owner driver, private hire
last 3 years, extremely
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£3,700 ONO

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wheel base with luggage pen, MoT
July '97, good condition. **£3,300**
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back seats, high roof, belts, PSV,
new MoT. **P.O.A. Tel: 01925**
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1988, 22 seater, PSV,
Northern Counties body,
good condition, ready for
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£3,500 + VAT

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PSV'd Dec/96, 1 owner, 36,000
miles, 2 litre Di Diesel, lap and di-
agonal seatbelts, radio cassette,
full service history, maintained to
the highest standard, used on private
hire and for personal use
only, excellent condition. **£7,950 +**
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LDV 400 SERIES, HIGH ROOF MIN-
IBUS, 95m Turbo Diesel, low
mileage, air suspension, excellent
condition, in white, 3 point seat-
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375/4701/MB

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Freight Rover. **£1,000 + VAT. Tel:**
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044152. 375/4512/MB

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1994 L LDV 400 DIESEL L/R, 16H/B
seats, with belts, new MoT, 28,000
miles, genuine. **£10,600 + VAT.**
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1991 TRANSIT DI, 12 months MoT
and tax, 14 moquette seats, owner
driver from new. **£7,995 ono +**
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IVECO 35.8 DIESEL, 15 seat
mini coach, long PSV test and
taxed, re-advertised due to
time wasters. £2,100 + VAT.
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375/4527/MB

LEYLAND DAF 400, H reg, 16
coach seats, hi roof, belts, luxury
trim, new conversion, MoT April
'97, 48,000 miles, immaculate in-
side and out. **£9,000 + VAT. Would**
consider exchange for Hearsce or
Limo of similar value or part
exchange for cheaper minibus.
Tel: 01767 683600. 375/4535/MB

DODGE S56 MINIBUS

Reeve Burgess, 23 seats,
6 standees, manual, MoT
21/12/96, D reg, excellent
condition

£1,750

Chambers

01787 227233

375/4461/MB

1990 FORD TRANSIT, 12 seater
diesel minibus with tail-lift, choice
of two, PSV annual to Sept
1997/Nov 1996.....

£6,995 ONO + VAT EACH

1989 LEYLAND SWIFT, Elme
bodied, 31 seater + courier with
Cummins diesel engine, PSV
annual to August 1997

£19,995 + VAT

1989 FORD TRANSIT, 8 seater
petrol minibus with tail-lift, MoT to
January 1997... **£6,995 ONO + VAT**

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EXCEPTIONALLY HIGH STANDARDS

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MINICOACHES

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375/4462/MB

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Before 9.30 am on the same morning
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premises early evening, paid and took
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E REG TRANSIT, diesel, 16 seat, front entry minibus, power door, 16 luxury seats with lap diagonal seatbelts, salon heater, luggage racks, Mellor conversion, full test, in good condition.....£4,995 + VAT



J 92 TRANSIT, diesel, 9 seat executive minibus, front entry, full size high back luxury coach seats, with 4 point seatbelts, stunning interior, power steering, full MoT, outstanding value at£8,995

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375/4279/MB

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375/4513/MB



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15 seater, lap/diagonal belts, moquette seats, semi hi-back and front re-trim, full soft trim, 3 double seats on tracking, non slip floor, PSV certificate, white, 14,000 miles, excellent condition

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375/4454/MB

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1990 SKYLINER, 77 recliners, TV/video, drinks, fridge, retarder, Webasto, toilet, drivers bunk, long MoT, this one is a good one. **£95,000 ono.** Part exchange considered. **Tel: 01268 783878.** 375/4290/NE

1988 SKYLINER, 73/75 seater, TV/video, wc/washroom, drinks, fridge, Webasto, retarder, drivers bunk, long MoT, reconditioned engine fitted, a very good looking coach. **£75,000 ovno. 01268 783878.** 375/4292/NE

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1980 SEDDON PENNINE, 49 seat coach, semi-auto, Alexander T type alloy body, recon Gardner engine, retrimmed seats, very clean, new test. **£5,250 + VAT. Tel: 01698 870242 or 01698 870289 (eve and w/end).** 375/4506/SED

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Refurbished, new MoT

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375/4502/SE

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49 + toilet/53, tea/coffee, brown interior, MoT Jan 97, immaculate condition

01485 532349

375/4245/VH

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21 coach seats, power door, curtains, luggage racks, boot, new condition, new engine, 26,000 miles, low overall mileage, 1 owner from new, taxed, new MOT, loss of executive contract

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375/2874/VW

VW LT35 E REG 1988, 15 seat belts, COIF to August '97, taxed, blue, in good order throughout, ready for work. **£4,000 + VAT. Tel: 0181 773 1775.** 375/4710/VW

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NEW SCANIA K113 CRB 3.5 IRIZAR CENTURY. 49 recliners + c + toilet & air con

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1993 K SCANIA K93 PLAXTON PARAMOUNT 3200, 53 recliners, radio/PA/cassette
1990 G SCANIA K113 VAN HOOL ALIZEE, 49 recliners + courier, TV, video, bunk, sunken toilet, radio/PA/cassette
1988 F SCANIA K 92 VAN HOOL ALIZEE, 55 recliners, double glazed, radio/PA/cassette



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USED VOLVO

1988 E VOLVO B9M VAN HOOL ALIZEE, 38 reclining seats, toilet, TV, video, radio/PA/cassette

OTHERS

1993 K MAN 11/290 JONCKHEERE DEAUVILLE, 51 recliners + courier, TV, video, bunk, drinks machine, radio/PA/cassette
1982 X LEYLAND LEOPARD, ECW BODY, 53 seater service bus
1978 VOLVO B58 PLAXTON VIEWMASTER, 53 seats
1977 VOLVO B58 PLAXTON SUPREME, 53 seats

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Volvo B10M Plaxton Supreme V or VI

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375/2871/WA

VOLVO

1980 B58 PLAXTON SUPREME IV, 57 retrimmed (graffiti) seats, tinted windows, power door, curtains, an excellent example. **£14,500. Tel: 01268 783878.** 375/4293/VO

B58 VOLVO 1982 REG X PLATE PLAXTON, 53 seater, MoT 20 April 1997, taxed October, radio/cassette, P.A., curtains, nice coach, **£16,500 ono. Tel: 01236 874916 Day or 0141 763 2474 Evenings.** 375/4426/VO

1982 B10M PLAXTON SUPREME V, 11m, Grant doors, 3 seats, MoT 6/97, owned & operated by us from new. **£5,500 + VAT. BUD-DENS COACHES 01794 515260 (HANTS).** 375/4087/VO

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1988 x 3 VOLVO B10M VAN HOOL

49/53 reclining seats + courier. Demountable toilet, Telma, Webasto, d/glazed, curtains, radio/PA, continental door, full MoT, repainted white. Maintained regardless of cost. Immaculate condition

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0181 778 6697

375/4443/VO

VOLVO B10MGLT 1987 JONCKHEERE P599

49 seater, toilet, video, monitor, microwave, 240AC, retractable seat belts, Telma, Webasto, bunk, fridge, water boiler, 140 gallon fuel tank, courier seat, drivers fans, curtains, interior blue/grey/black, full carpets, MoT January 1997

POA

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375/4430/VO

VOLVO

1983 B10M VAN HOOL, 49 recliners, blinds, centre sunken toilet, cont door, drinks, Telma, recently refurbished, unmarked interior, exterior resprayed two pack white. There can't be many (if any) better examples. **£33,000. No offers. Tel: 01268 783878.** 375/4291/VO

1988 (PP) VOLVO B10M PLAXTON PARAMOUNT 3500, 49/51 reclining seats + courier, demountable centre toilet, boiler, curtains, MoT Jan/97
£57,950 ono + VAT

BAKERS DOLPHIN

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Weston-Super-Mare 01934 635635

375/4450/VO

1985 VOLVO B10M PLAXTON PARAMOUNT 3200 LOW DRIVER,

53 recliners + courier seat or 49 with demountable toilet, coffee/tea machine, in very good order throughout, reasonable offers considered

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01352 700217/218 (JOHN OR KEN)

375/4083/VO

1989 IKARUS 363, 500,000k only, 48 seater, full servery, large toilet, hot and cold drinks, seatbelts, carpeted, blanked out rear, engine rebuild by Volvo, 2 owners, not your usual rubbish. **£55,000. 0585 580340.** 375/4718/VO

1980 DOMINANT, 53 recliners, auto air suspension, Telma, new floor, convector heating, engine reconditioned, very tidy or ideal reboddy. **£9,500. 0585 580340.** 375/4713/VO

WANTED VOLVO B58 VIEWMASTERS 1980 ON OR B10M PLAXTON PARAMOUNT 3500/3200, all considered accident damage, blown engine or finance to clear, cash waiting. **CALL RAY 01709 586343.** 375/4713/VO



VOLVO B10M 1991 IKARUS

49 seater with TV, video, mid toilet and continental door. Seats recently re-trimmed in graffiti style moquette, purchase of new vehicle forces sale.

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375/4547/VO

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Van Hool tri axle Alizee, super high, 49 seats, fridge, boiler, TV, video, private plate

£50,000

01355

230403/249499

375/4528/VO

VOLVO B58 1980 (PP) VAN HOOL, 53 seats, vgc all round, ideal for private hire or contracts, must be seen, ready for work. **£10,750 + VAT ono.** P/x considered, B58 Viewmaster or Plaxton Supreme or B10M Plaxton 3500. **Call Ray 01709 586343.** 375/4714/VO

1990 VOLVO B10M, JONCKHEERE DEAUVILLE, 51 seats, rear toilet, boiler, radio, PA, wired for video, new engine, Nov '94, excellent condition, **£77,000 Barratt's Coaches. Tel 01270 625096.** 375/4467/VO

1987

VOLVO B10M VAN HOOL

49 recliners executive, engine kit fitted by Volvo Dealership June '96, immaculate throughout, taxed & tested

£63,000 + VAT ONO

Possible part exchange
01228 710810

375/4230/VO

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1987 E VOLVO B10M ALGARVE, full exec spec, 49 seater, MoT'd 11/96

.....**£47,500 ono**

1984 FORD QUEST PLAXTON, 53 seater, MoT 5/97**£15,650 ono**

1984 DAF MB200, 53 seater + courier, Duplex Calypso, MoT 2/97

.....**Special Price £16,250**

1981 BEDFORD 500 PLAXTON SUPREME, 53 seater, MoT 11/96, quick sale.....**£3,250**

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1987 MERCEDES 609D, 26 seater, M2/M conversion, MoT 5/97.....**£11,350**

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3.3 metre high coachwork,
8.6m³ luggage space,
53 reclining or 57 seats and
crew seat

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OFFER
£129,500**

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1989 DENNIS JAVELIN DUPLÉ 320¹, 53 seats, crew seat, radio/tape/PA, seat belts to all, tinted windows, power door, interior grey/red, exterior **SOLD** pink, one owner from new, FSH, MoT 21/3/97 **£49,500**

1989 DENNIS JAVELIN PLAXTON 3200, 8.5m, 35 seats, power door, tinted windows, interior grey, exterior silver/red/orange, MoT 13/10/2010. **SOLD** £54,500

1989 TOYOTA OPTIMO, 18 recliners, crew seat, large luggage boot, Blaupunkt radio, wheel trims, curtains, interior fawn, exterior green/black. MoT 16/4/97..... **£18,250**

1988 VOLVO B10M JONCKHEERE P599, 51 recliners, crew seat, rear sunken toilet, continental door, double glazing, power door, grey interior, exterior white, MoT 5/5/97..... **£64,500**

1985 LEYLAND ROYAL TIGER PLAXTON PARAMOUNT 3500, 52 recliners, crew seat, power door, telma, tinted windows, fawn/red interior, exterior white with grey/red/green reliefs, MoT 16/3/97..... **£35,000**

1985 LEYLAND TIGER PLAXTON PARAMOUNT 3200, 46 recliners, n/s/r saloon toilet, curtains, seat belts, interior brown, exterior grey/blue/red, MoT 12/1/97..... **£22,750**

1985 (C) DAF MB DUPLÉ LASER 2, 53 seats, power door, tinted windows, wheel trims, interior fawn/grey, exterior silver, unsignwritten, MoT 4/9/96 **£19,750**

1984 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 recliners, crew seat, centre d/m toilet, centre cont door, curtains, radio/tape/pa, interior brown/red, exterior white/blue, MoT 26/5/96..... **£29,500**

1981 (X) BEDFORD YNT PLAXTON SUPREME IV, 53 seats, seat belts, power door, curtains, red stripe interior, white/blue exterior, very tidy. MoT 16/8/97..... **£5,750**

★ **1989 SCANIA K112 PLAXTON PARAMOUNT 4000**, double deck, 67★
★ recliners, 2 crew seats, toilet, large fridge, Webasto, retarder,★
★ double glazing, radio/tape/PA, curtains, 4 tables, interior fawn,★
★ exterior white/red/yellow, MoT 30/5/97.....★

★ **1986 NEOPLAN SKYLINER**, 73 recliners, crew seat, toilet, fridge, ★
 ★ servery, 2 tables, seat belts, video monitors, radio/PA/tape, interior ★
 ★ red stripe, exterior silver, MoT 10/1/97..... ★

★ MUST BE SOLD, NO REASONABLE OFFER REFUSED ★

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1990 BOVA FUTURA FHD 12.290, 53 reclining seats, courier seat, centre sunken toilet, water boiler, video and monitor, double glazing, curtains, white exterior, red interior

1990 SCANIA K113 PLAXTON PARAMOUNT 3500, 49 reclining seats, courier seat, Comfort shift, Telma, power door, video and monitor, centre sunken toilet, fridge, air craft type racks, Alco wheels, white exterior, red interior

1988 FREIGHT ROVER CRYSTAL CONVERSION, 16 coach seats,
MoT 13/5/97

1987 LEYLAND ROYAL TIGER, VAN HOOL ALIZEE, 6 speed ZF gearbox, 51 reclining seats, courier seat, two video monitors, water boiler, rear saloon toilet, grey/red/blue interior, white exterior

1987 VW AUTOMATIC OPTARE, 25 seat bus spec

1986 VOLVO B10M ALGARVE, 49 reclining seats, centre sunken toilet, continental door, drinks machine, wired for video, MoT 29/1/97

1985 IVECO 315 ROBIN HOOD **SOLD** midicoach, courier seat,
grey/white exterior, grey/o MoT 17/07/97

1984 LEYLAND TIGER SEMI AUTOMATIC PLAXTON PARAMOUNT 3500, 51 reclining seats, courier seat, rear offside continental door, white and blue exterior, brown interior. MoT 01/04/97

1983 LAG GALAXY, 49 re-trimmed reclining seats, courier seat, rear offside toilet, continental door, wired for video and monitor, double glazed, curtains, white/blue exterior, blue/grey interior

1983 DAF DKFL, PLAXTON PARAMOUNT 3200, 51 reclining seats, courier seat, offside rear continental door, white exterior, brown interior trim, very clean, ready to work, MoT 24/11/96

**1983 (SEPT) LEYLAND LEOPARD 12 METRE PLAXTON
PARAMOUNT**, 57 retrimmed seats, new MoT, immaculate.
Available now

1982 MERCEDES 0303, 49 seater, centre sunken toilet, continental door, brown interior, blue/white exterior. MoT June '97

375/3844/LIN

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BOVA
TOYOTA OPTIMO**

MOSELEY
IN THE SOUTH LTD

NEW VOLVO B9M, 38 reclining seats, floor mounted toilet, curtains, tinted double glazed side windows, courier seat, carpets, radio/PA/cassette. Interior grey/red; Exterior white.

NEW TOYOTA OPTIMO III, 21 seats, seat belts, courier seat, radio/PA. Interior — grey/red; Exterior — white.

1994 VOLVO B10M VAN HOOL ALIZEE, 49/53 reclining seats, centre sunken demount. toilet, cont door, double glazed side windows. Exterior — white.

1993 BOVA FUTURA FHD, 49 reclining seats, centre sunken toilet, cont. door, fridge, water boiler, wired for video/monitor. Interior — autumn tint; Exterior — white. MoT May 1997.

1990 VOLVO B10M VAN HOOL ALIZEE, 49/53 reclining seats, centre sunken toilet, cont door, double glazed side windows, water boiler, wired for video/monitor. Interior — grey/red; Exterior — white. MoT August 1997.

1990 NEOPLAN SKYLINER, 77 reclining seats, manual gearbox, toilet, fridge, water boiler. Interior — red; Exterior — white. MoT Oct 1996.

1988 LAG PANORAMIC, 49 retrimmed reclining seats, centre sunken toilet, continental door, drivers bunk, water boiler, wired for video, Telma retarder, double glazed side windows. Interior — grey/maroon; Exterior — white. MoT November 1996.

1987 VOLVO B10M PLAXTON PARAMOUNT 3200, 53 retrimmed reclining seats, power operated door. Interior — autumn tint; Exterior — white. MoT August 1997.

1987 LEYLAND TIGER DUPLÉ 320, 48 reclining seats, rear toilet, servery, curtains to side windows. Interior — grey/red; Exterior — white. MoT July 1997.

1987 LEYLAND TIGER JONCKHEERE P50, 51 retrimmed reclining seats rear sunken toilet, continental door, water boiler. Wired for video. Interior — maroon/grey; Exterior — white. MoT April 1997.

1986 DAF DKFL PLAXTON PARAMOUNT 3500, 51/53 reclining seats, rear sunken demountable toilet, continental door. Interior — grey/red; Exterior — white/yellow. MoT March 1997.

1986 VOLVO B10M PLAXTON PARAMOUNT 3500, 49 reclining seats, rear sunken toilet, continental door. Interior — grey/red; Exterior — white/red. MoT February 1997.

1986 BOVA FUTURA FHD, 49 reclining seats, rear floor mount toilet, fridge, water boiler, wired for video. Interior — red; Exterior — white. MoT January 1997.

1985 NEOPLAN SKYLINER, MERCEDES ENGINE, MANUAL GEARBOX, 77 reclining seats, toilet, water boiler, TELMA retarder. Interior — red; Exterior — cream/brown. MoT August 1997.

1984 VOLVO B10M BERKHOFF EVEREST, 51 reclining seats, toilet. Interior — autumn tint; Exterior white. MoT June 1997.

1983 LAG GALAXY, 47 reclining seats, toilet, cont. door, fridge, water boiler, double glazed side windows. Interior — grey/red; Exterior — white. MoT February 1997.

1983 DAF DKFL PLAXTON PARAMOUNT 3200, 51 reclining seats, power operated door, interior - autumn tint; exterior - red/white. MoT July 1997.

1981 BEDFORD YMT DUPLÉ DOMINANT IV, 53 seats, power operated entrance door. Interior — grey; Exterior — white/red. MoT June 1997.

STOCKISTS OF VAN HOOL AND BOVA PARTS

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375/4702/JUN



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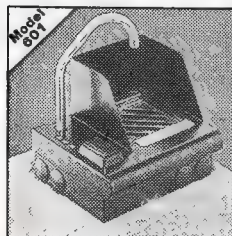
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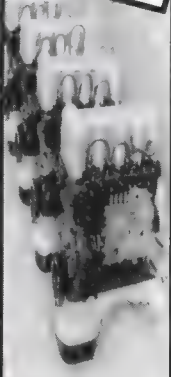
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
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